



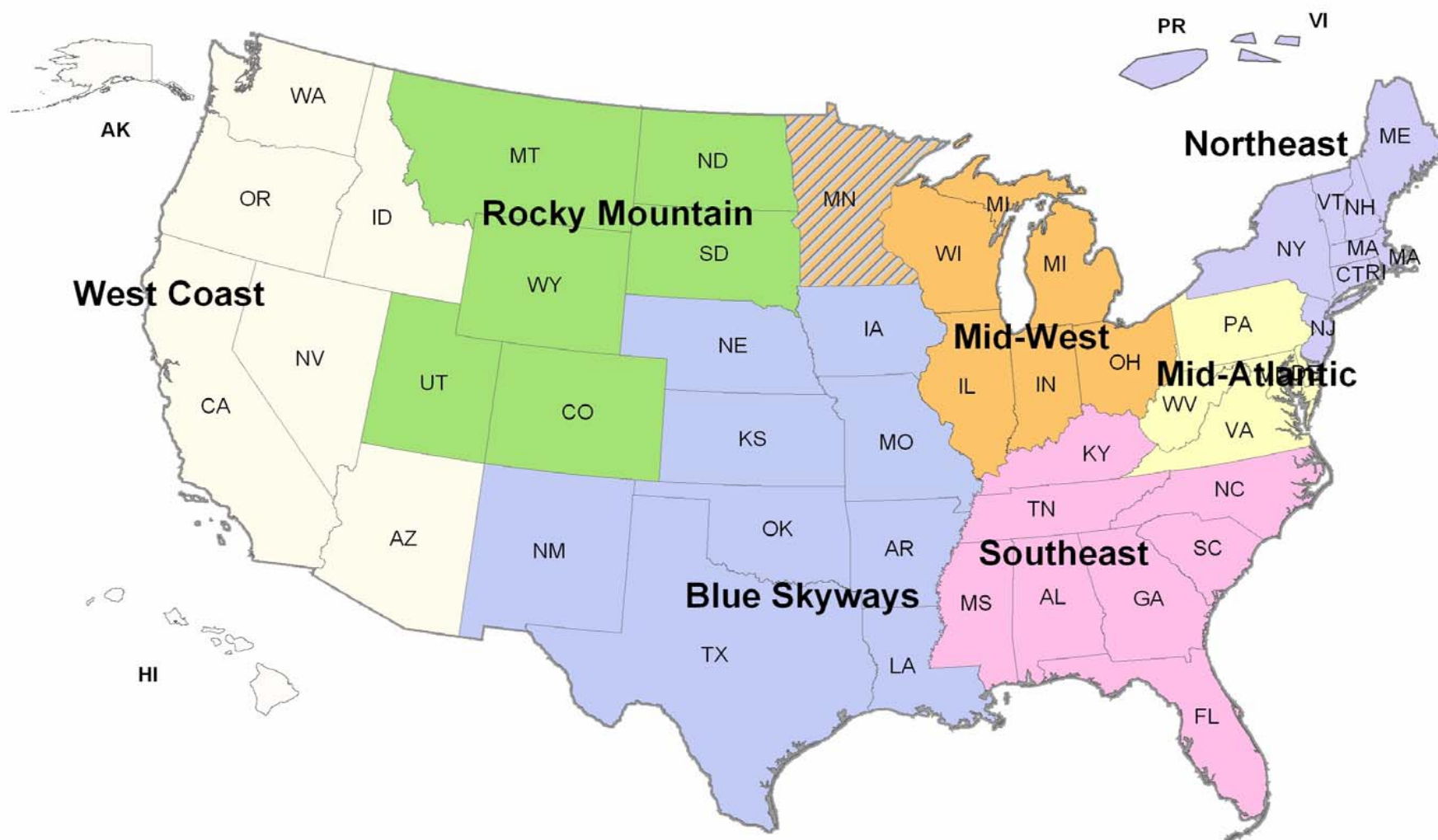
MIDWEST CLEAN DIESEL INITIATIVE

February 6, 2008

Why Clean Diesel?

- Reducing diesel emissions is one of our country's most important air quality challenges
- Millions of diesel engines already in use continue to emit large amounts of nitrogen oxides, particulate matter and air toxics
- These emissions are linked to premature deaths, asthma attacks, lost work days, and other health impacts every year

Regional Clean Diesel Collaboratives



Regional Collaboratives

- Northeast Diesel Collaborative (Regions 1, 2)
 - <http://www.northeastdiesel.org/>
- Mid-Atlantic Diesel Collaborative (Region 3)
 - <http://www.dieselmidatlantic.org/diesel/index.htm>
- Southeast Diesel Collaborative (Region 4)
 - <http://www.southeastdiesel.org/>
- Midwest Clean Diesel Initiative (Region 5)
 - <http://www.epa.gov/midwestcleandiesel/>
- Blue Skyways Collaborative (Regions 6, 7 plus Minnesota)
 - <http://www.blueskyways.org/>
- Rocky Mountain Clean Diesel Collaborative (Region 8)
 - <http://www.epa.gov/region8/air/rmcdc.html>
- West Coast Collaborative (Regions 9, 10)
 - <http://westcoastcollaborative.org/>

MIDWEST CLEAN DIESEL INITIATIVE

- **Goal** – Impact 1 Million Engines by 2010
- **Elements:**
 - ***Clean School Bus USA*** – Sustained program development
 - ***SmartWay Transport Partnership*** – Stay on top
 - ***Idle Reduction Programs*** – Broad fleet/technology coverage
 - ***Cleaner/Alternative Fuels*** – Expand Use/Address issues
 - ***Creative Financing*** – Develop alternatives beyond EPA
 - ***Partnership with Canada*** – Reciprocal actions
 - ***Leadership Group*** – State level coalition building
- <http://www.epa.gov/midwestcleandiesel/>

MIDWEST CLEAN DIESEL INITIATIVE

- MCDI Formally Started in 2004
- Leadership Group
 - 33 Members Signed Collaborative Principles
 - Co-Chairs: Cummins, Illinois EPA, American Lung Association of Upper Midwest, US EPA
- Progress (As of Jan 2008)
 - Over 369,000 Engines Impacted
 - Over \$81 Million (Federal and Non Federal) Spent
 - Tens of millions allocated and in process of being spent
 - Over 4,000 tons of emissions per year reduced
 - 162 Smartway Partners, 25% of national partners
 - Working to build clean diesel coalitions in each state to generate funding sources and implement projects

Phase 2 - October 2007 – fall 2008

Leadership Group

Co-chairs: Cummins, Illinois EPA, ALA Upper Midwest, US EPA

Clean Diesel Program Development Workgroup

Co-leads: S. Marquardt (US EPA) and B. Mormino (Cummins)

Non-Monetary Incentives and Outreach Subcommittee

Co-leads:
Anthony Maietta (USEPA),
Greg Langford
(Langford, Inc)

Funding Development Subcommittee

Co-leads:
(USEPA), Bill Droessler
(MEI)

State Coalitions

Illinois	Indiana	Michigan	Minnesota	Ohio	Wisconsin
Co-leads: IL EPA RHAMC	Co-leads: IDEM SSCC	Lead: MDEQ Cummins	Co-leads: MPCA Flint Hills	Co-leads: Ohio EPA Cleveland Partnership	Co-leads: WDNR Cummins

The Good News

- Cost-effective solutions are available now
- Funding is available too
- How? The National Clean Diesel Campaign – Clean Diesel Programs



www.epa.gov/cleandiesel

National Clean Diesel Campaign

\$49.2 Million for 2008

National Component

\$34.4 Million
(70%)



National Clean Diesel Funding Assistance Program
\$27.6 M

National Clean Diesel Finance Program ~\$3.4 M

Clean Diesel Emerging Technologies Program
~\$3.4 M

State Component

\$14.8 Million
(30%)



State Clean Diesel Grant Program \$14.8 M

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Competitive grant
process managed
through EPA
regions

National Clean Diesel Funding Assistance Program: Eligible Entities

- Regional, state, local, tribal or port agency with jurisdiction over transportation or air quality; and
- Nonprofit organization or institution which
 - Represents or provides pollution reduction or educational services to persons or organizations that operate diesel fleets; or
 - Has, as its principle purpose, the promotion of transportation or air quality

National Clean Diesel Funding Assistance Program: Public Fleets

At least 50% of funding is dedicated for the benefit of public fleets

- Will include private fleets contracted or leased for public purpose, such as private school buses or refuse haulers
- Only eligible entities can apply directly for funds (i.e., school district applies on behalf of private school bus contractor)



National Clean Diesel Funding Assistance Program: Use of funds

- Cannot fund the cost of emissions reductions mandated under Federal, State or Local law
- Grants are not for emissions testing

National Clean Diesel Funding Assistance Program: Use of funds

- Technologies and engines must be verified and/or certified by USEPA or CARB www.epa.gov/cleandiesel (select “Verified Retrofit Technologies” link)
- Incremental cost of engine replacement (sent to be remanufactured or scrapped), engine repower, engine rebuild

National Clean Diesel Funding Assistance Program: Use of funds

- Idle Reduction Technologies (EPA approved)
 - Electrified Parking Spaces (truck stop electrification)
 - Auxiliary Power Units and Generator Sets
 - Fuel Operated Heaters
 - Battery Heating and Air Conditioning Systems
 - Thermal Storage Systems

<http://www.epa.gov/cleandiesel>
select Verified Retrofit Technology then Idle Reduction

National Clean Diesel Funding Assistance Program: Eligible Fleets and Equipment

- Buses
- Medium or heavy duty trucks
- Marine engines
- Locomotives



- Nonroad engine or vehicle:
 - Construction
 - Handling of cargo (including at a port or airport)
 - Agriculture
 - Mining
 - Energy production

National Clean Diesel Funding Assistance Program: Priority Projects

Project proposals that align with these priorities will receive higher scores in the evaluation process:

- Maximize public health benefits
- Are the most cost-effective
- Are in areas with high population, air quality issues, and air toxic concerns
- Are in areas that receive a disproportionate quantity of air pollution (i.e. truck stops, ports)
- Maximize the useful life of the engine
- Conserve diesel fuel and utilize ULSD (early introduction of ULSD for nonroad projects)

National Clean Diesel Funding Assistance Program: FY08 Timeline



Information & Preparation

Submit Applications

EPA Evaluations

Project Review and Award

Project Implementation

*Expect RFP from R5 to be Released By March 14, 2008.

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Competitive grant
program to
establish
innovative finance
mechanisms

National Clean Diesel Finance Program: Overview

- Distinct program that seeks national low-cost revolving loans
 - EPA will issue grants to eligible entities to establish loans for fleets anywhere in the U.S.
 - As part of the National Clean Diesel Funding Assistance Program, eligible entities can submit proposals to establish loan programs within a state or region.
- Everything else is the same
 - Same eligible entities
 - Same eligible vehicles & equipment
 - Same priority projects

National Clean Diesel Finance Program: Use of Funds

- Finance Program grants are used to establish loans. The loans must:
 - Lower costs to the buyer (e.g., lower interest rate, closing costs, etc); and
 - Any program income generated must be used to further the project's goals which must align with the national clean diesel program goals (e.g., more loans for cleaner vehicles)

National Clean Diesel Finance Program: Examples

Examples of Finance Projects

- Loan funds to any registered diesel fleet owners to install idle controls (at lower interest rate or 0%). Repaid loans are then loaned again to more fleet owners
- States or non-profits partner with lending institutions:
 - Partnership receives grant (at 0%) and leverages this money by borrowing additional funds at lower interest rate (equity investment).
 - They then partner w/ dealership selling cleaner vehicles. They pass on this low-interest rate through dealers finance program.

National Clean Diesel Finance Program: FY08 Timeline

Activity	Date
Information and preparation of applications	January – February
Application submissions	March – April
EPA evaluations	May – July
Project review and award	August
Project implementation	August 2008 - 2010

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National Clean Diesel Funding Assistance Program
\$27.6 M

National Clean Diesel Finance Program ~\$3.4 M

Clean Diesel Emerging Technologies Program
~\$3.4 M

**Competitive grant
program to deploy
emerging
technologies not
yet verified**

Clean Diesel Emerging Technologies Program: Overview

~\$3.4M FY08

- Separate grant competition from the national funding assistance program
- Program is for projects that will use technologies not yet verified and/or commercialized but on EPA's emerging technology list
- Program does not pay for research and development
- Only eligible entities can apply

Clean Diesel Emerging Technologies Program: Manufacturers

- Manufacturers should partner with an eligible entity
- Manufacturers must be on the emerging technologies list prior to grant submission
 - To get on this list, manufacturers must work with EPA to apply for verification and develop a test plan for evaluating their technology

Clean Diesel Emerging Technologies Grant Program: FY08 Timeline

Activity	Date
Information and preparation of applications	Jan – May
Application submissions	May – June
EPA evaluations	July – September
Project review and award	September – November
Project implementation	Fall/Winter 2008 - 2010

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(30%)



State Clean Diesel Grant Program \$14.8 M

State Clean Diesel Grant Program: Overview

States play an important role
as partners in Clean Diesel

- Allocation program; not a competition
- EPA encourages all States to participate

State Clean Diesel Grant Program: Funding Allocation

- ~ \$10M for states that apply
 - If all 50 states participate, 2% for each
 - If fewer than 50 states participate, 2% plus population formula
- ~ \$5M reserved as incentive for state match
 - 1-1 match
 - Any funding not utilized reverts to national program
- Award amounts to states could range from \$100,000 to over \$1,000,000
- Streamlined renewal process for following years

State Clean Diesel Grant Program

FY08 Timeline

Activity	Date
Notice of funding availability (FR)	Late February
State electronic <i>Letter of Intent</i> due to EPA	Early April
EPA response with potential funding level to states	April
State draft work plan and application materials due to regions based on allocation level	May
State work plan negotiation with regions (should begin in March informally)	May – June
Work plans complete	July
Funds awarded	August 2008

State Clean Diesel Grant Program: Permissible Use of Funds

- Funds can be used to establish and support clean diesel grant and loan programs which achieve significant reductions in diesel emissions
- Technologies may be verified and/or certified or EPA approved idle reduction technologies

See Federal Register notice
for more information

Clean Diesel Programs: Wrap-Up

- Are you an eligible entity?
- Which program applies to you?
- Could you partner with an eligible entity?
- When are applications due?

Need more info? www.epa.gov/cleandiesel

Resources

National Clean Diesel Campaign
<http://epa.gov/cleandiesel>

- State & local government tools and resources
- Diesel retrofit technology verification list
- Idle reduction technologies
- Cost-effectiveness of retrofit technologies